BookletChart™

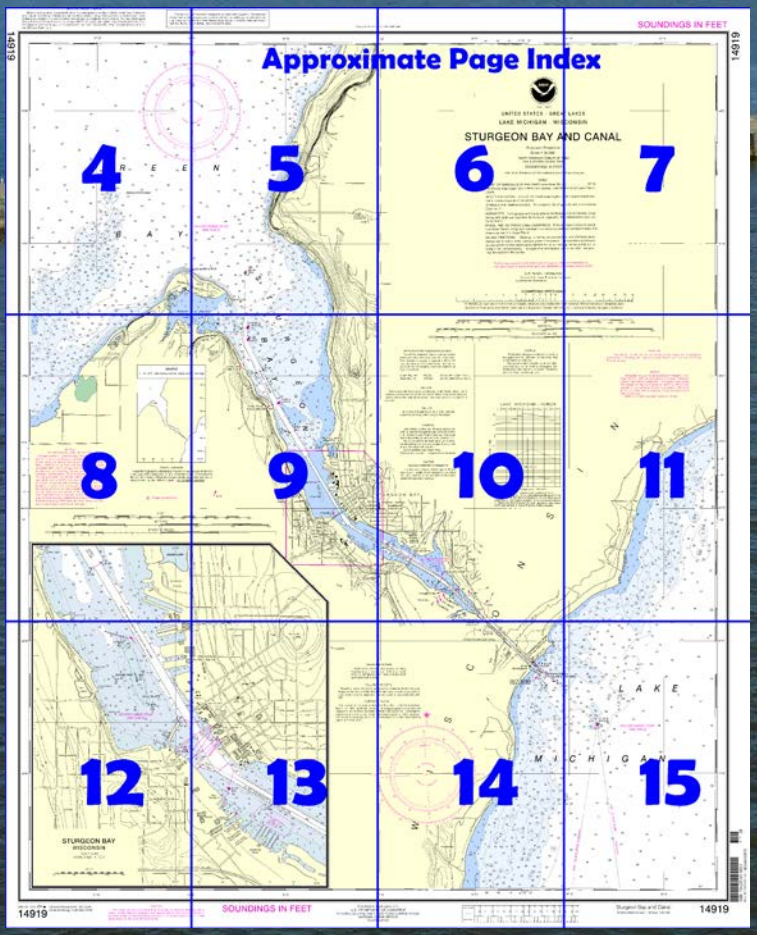
Sturgeon Bay and Canal

NOAA Chart 14919

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14919.

(Selected Excerpts from Coast Pilot)
Sturgeon Bay Ship Canal provides a navigable connection between Lake Michigan and the south end of Green Bay. A canal has been cut from Lake Michigan across a narrow strip of land to the head of **Sturgeon Bay,** and thence a dredged channel leads through Sturgeon Bay to Green Bay. The Lake Michigan entrance to the canal is about 126 miles north of Milwaukee Harbor, across the lake west of Frankfort, MI

Sturgeon Bay Ship Canal Light (44°47.7'N., 87°18.8'W.), 107 feet above the water, is shown from a white cylindrical tower on the north side of the canal entrance.

Channels.–The dredged channel from Lake Michigan to Green Bay is about 8.6 miles long. The channel leads northwest from deep water in Lake Michigan through detached piers and converging breakwaters, thence through a revetted canal to the southeast end of Sturgeon Bay and thence through Sturgeon Bay to the vicinity of Sherwood Point. (See Notice to Mariners and the latest edition of the chart for controlling depths.) The outer ends of the piers are marked by lights, and the approach channel is marked by unlighted buoys 0.2 mile southeast of the pierhead lights. A sound signal at the north pierhead light is operated by keying the microphone five times on VHF-FM channel 83A/157.175 MHz. A seasonal lighted buoy marks the south edge of a detached shoal about 1.3 miles southeast of the pierhead lights. The dredged channels through the canal and Sturgeon Bay are well marked with lights, a lighted range, and lighted and unlighted buoys.
Currents in the canal and bay attain velocities up to 7 mph in either direction.
Mariners are cautioned against navigating outside channel limits in the vicinity of structures protected by stone riprap.
The channels and basin are not adapted for anchorage of vessels; vessels entering the canal for shelter may moor at the west end of same.
Sturgeon Bay is a natural branch of Green Bay, but the navigational aids that mark the channel through it are placed with respect to proceeding from Lake Michigan through the ship canal to Green Bay.
Dangers.–A shoal with a least depth of 16 feet is 1.3 miles southeast of the Lake Michigan entrance to the canal. A lighted buoy at the south end of the shoal marks the approach to the canal.
A solid rock ledge, covered 10 feet, borders the southwest side of the dredged approach channel. Vessels entering the canal should avoid courses that will carry them close and should enter the dredged approach channel between the unlighted buoys at its outer end.
Bridges.–An overhead power cable with a clearance of 140 feet crosses the canal 1.25 miles above the Lake Michigan entrance. Bay View (State Routes 42/57) bascule highway bridge, with a clearance of 42 feet, crosses the canal 3 miles above the entrance. The Maple-Oregon Street bascule bridge, 1.3 miles above the Bay View bridge, has a clearance of 25 feet at the center, decreasing to 15 feet at the channel limits. The Michigan Street bridge, 700 feet above the Maple-Oregon bridge, has a bascule span with a clearance of 14 feet. (See **33 CFR 117.1 through 117.59 and 117.1101**, chapter 2, for drawbridge regulations.)
Coast Guard.–Sturgeon Bay Canal Coast Guard Station is on the north side of the Lake Michigan entrance.
A **speed limit** of 5 mph (4.3 knots) is enforced in the Sturgeon Bay Ship Canal. (See **33 CFR 162.125 and 207.470,** chapter 2, for navigation regulations.)
Sturgeon Bay, WI, is a city on the Sturgeon Bay Ship Canal midway between Lake Michigan and Green Bay. The city is an important repair center, having facilities for repairs to all types and sizes of craft.
Anchorages.–Special anchorages are on the north side of the dredged channel at the Bayview Bridge and on the south side of the channel 0.8 mile west of the bridge. (See **33 CFR 110.1 and 110.78,** chapter 2, for limits and regulations.)
Towage.–Tugs to 2,000 hp are available at Sturgeon Bay from Selvick Marine Towing Corporation. Arrangements are made through their dispatch office in Sturgeon Bay at 920–743–6016. Tugs are also available from Green Bay. (See Towage under Green Bay.) The tugs monitor VHF-FM channel 16.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Cleveland	Commander 9th CG District Cleveland, OH	(216) 902-6117

Table of Selected Chart Notes

Ⓟ Pump-out facilities

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

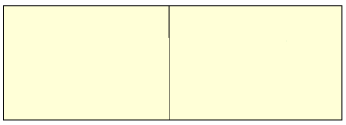
CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.



Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Green Bay, WI	KIG-65	162.55 MHz (Chan. WX-1)
Sister Bay, WI	WXN-60	162.425 MHz (Chan. WX-7)

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivolent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1902 must be corrected on average of 0.318" southward and 0.686" westward to agree with this chart.

SOURCE DIAGRAM

Most of the hydrography identified by the letter "j" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure. The true bearing between any two points on this chart may be determined by connecting the two points with a straight line and measuring the angle of its intersection with a meridian line at or near the middle of the course.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey and U.S. Coast Guard.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations Chart No. 1.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

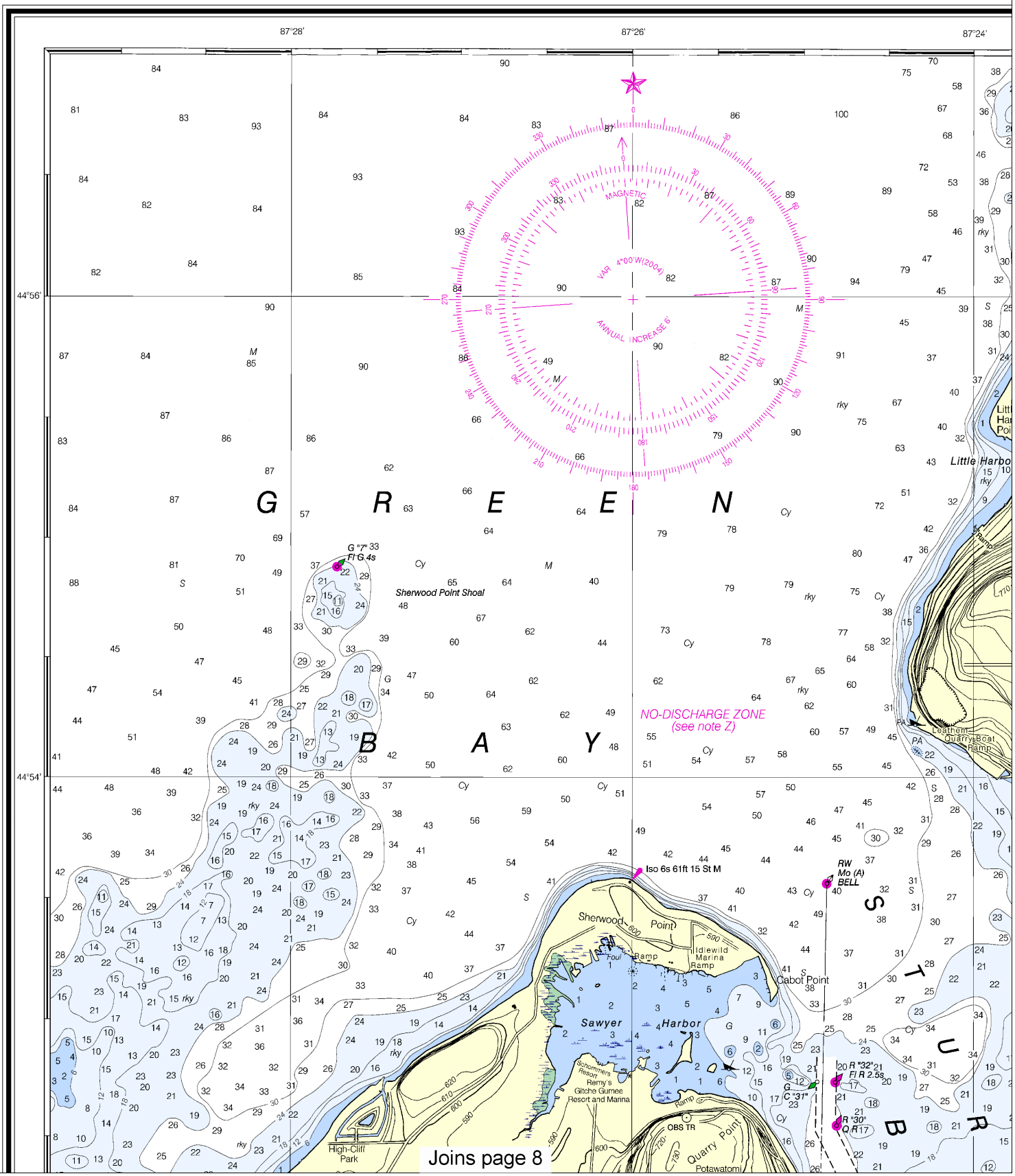
PLANE OF REFERENCE OF THIS CHART (Low Water Datum)..... 577.5ft
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

14919



4

Note: Chart grid lines are aligned with true north.

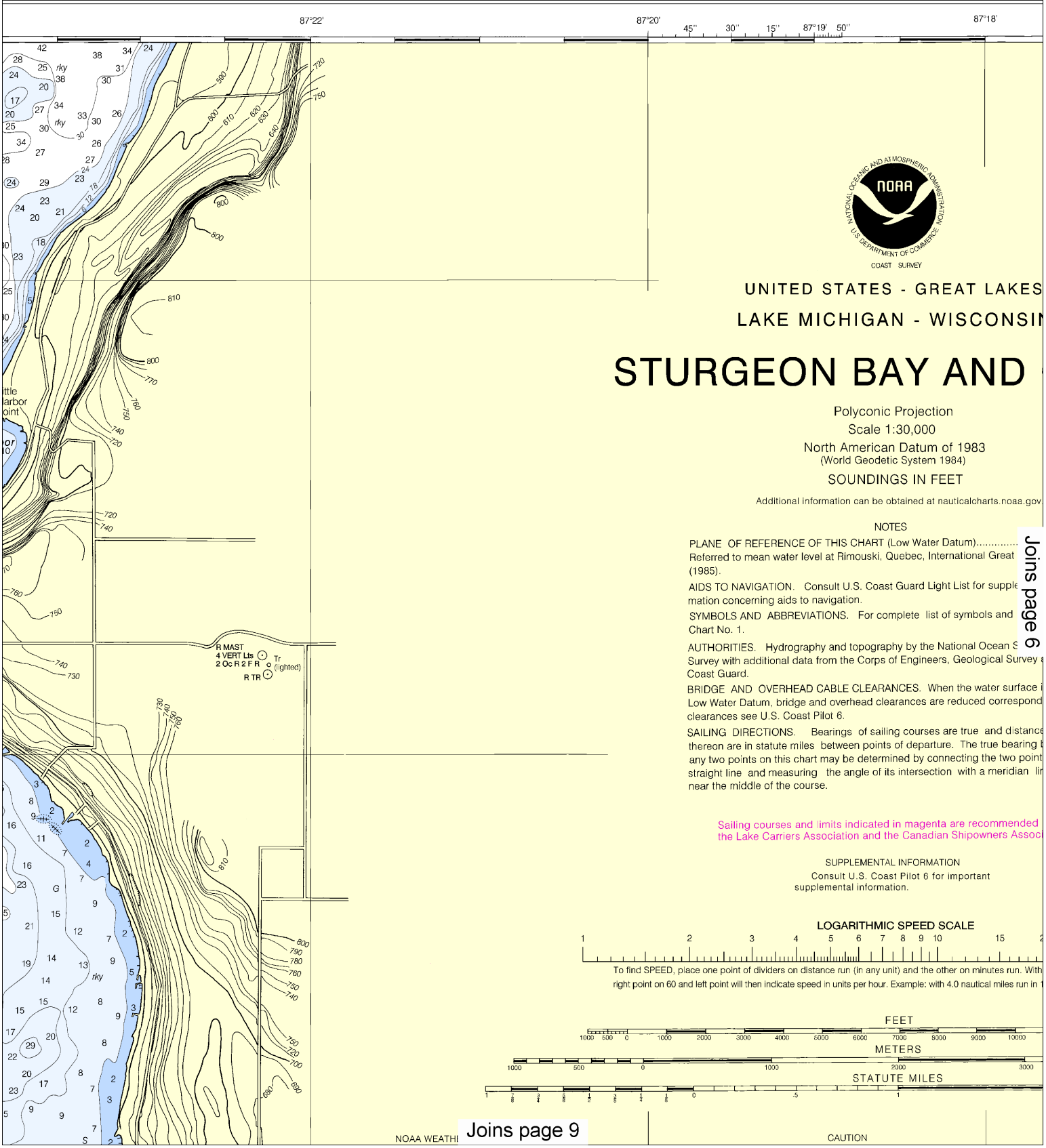
Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

See Note on page 5.

Formerly LS 728, 1st Ed., June 1901 KAPP 1444



NOAA

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES - GREAT LAKES

LAKE MICHIGAN - WISCONSI

STURGEON BAY AND

Polyconic Projection
Scale 1:30,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum)..... Referred to mean water level at Rimouski, Quebec, International Great (1985).

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SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. With right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 1

FEET
1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

METERS
1000 500 0 1000 2000 3000

STATUTE MILES
1 .5 0 .5 1

Joins page 6

Joins page 9

NOAA WEATH

CAUTION

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:40000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

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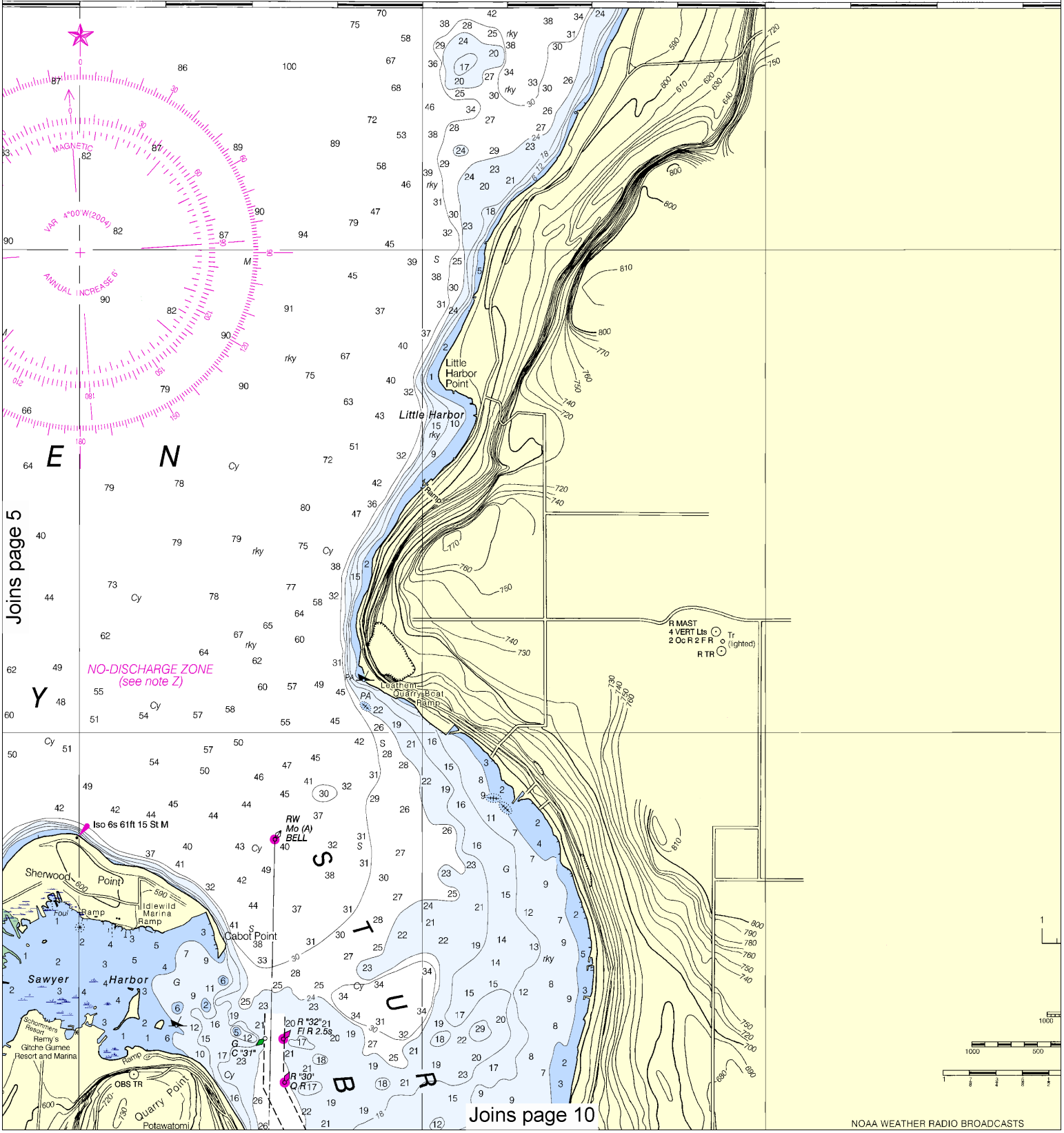
Formerly LS 728, 1st Ed., June 1901 KAPP 1444

87°26' 87°24' 87°22'



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

See Note on page 5.

14919

87°20' 45" 30" 15" 87°19' 50" 87°18' 87°16'

44°56'

44°54'

UNITED STATES - GREAT LAKES

LAKE MICHIGAN - WISCONSIN

STURGEON BAY AND CANAL

Polyconic Projection

Scale 1:30,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

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2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

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FEET

500 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000 11000 12000 13000 14000 15000

METERS

0 1000 2000 3000 4000 5000

STATUTE MILES

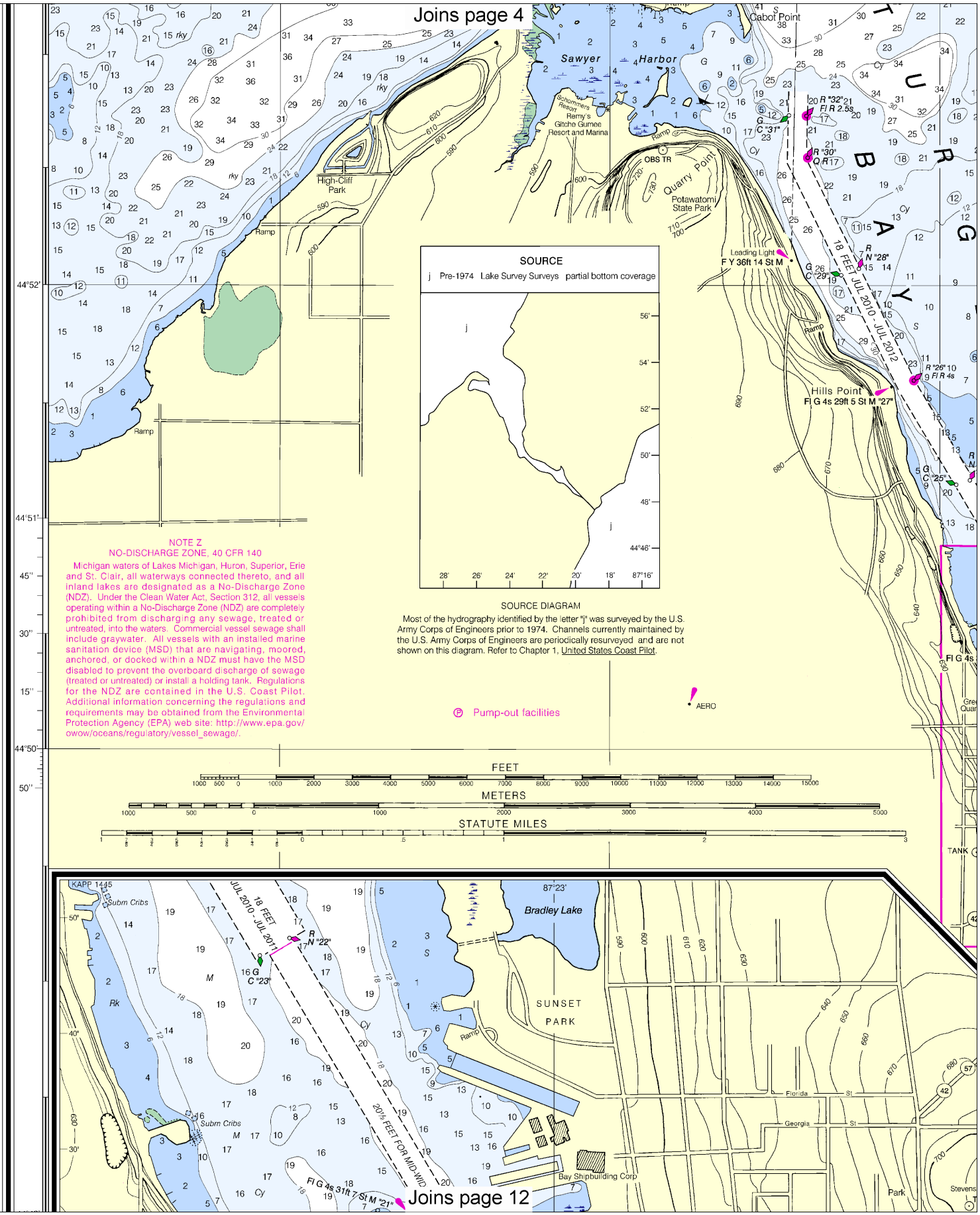
$\frac{3}{8}$ $\frac{1}{4}$ $\frac{1}{8}$ 0 .5 1 2 3

CAUTION

Joins page 11

WARNING

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0413 1/22/2013,
NGA Weekly Notice to Mariners: 0413 1/26/2013,
Canadian Coast Guard Notice to Mariners: 0113 1/25/2013.



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Joins page 5

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FEET
1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

METERS
1000 500 0 1000 2000 3000

STATUTE MILES
0 .5 1

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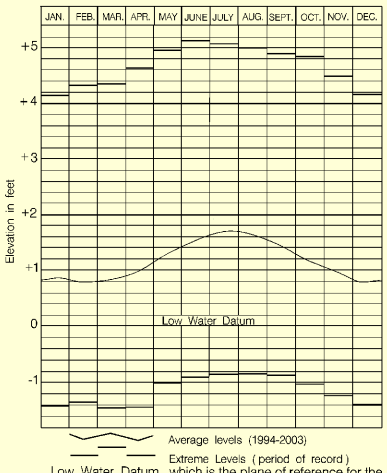
LAKE MICHIGAN - HURON



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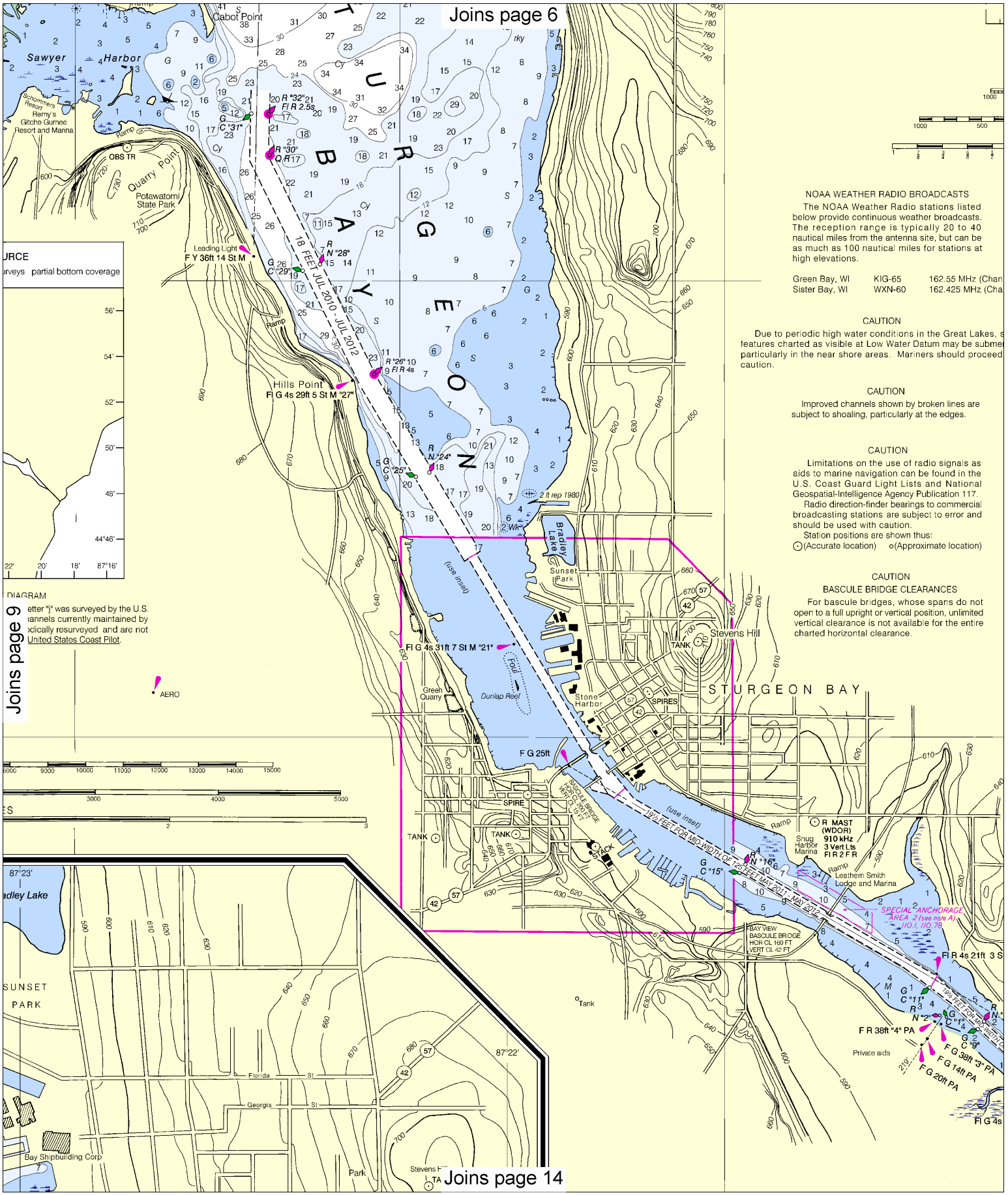
Joins page 10

Joins page 13



Note: Chart grid lines are aligned with true north.

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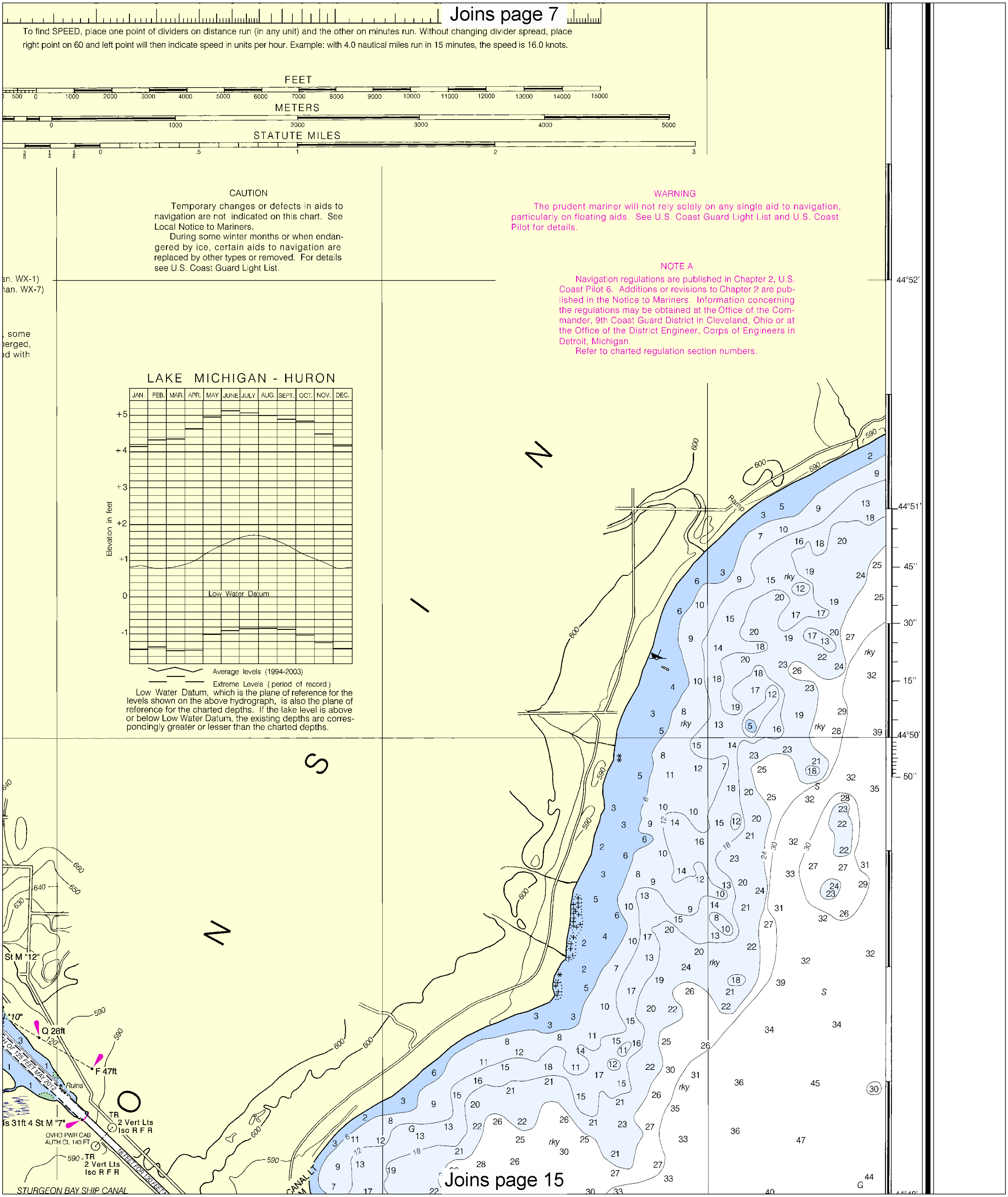
Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

See Note on page 5.


Joins page 7
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FEET
METERS
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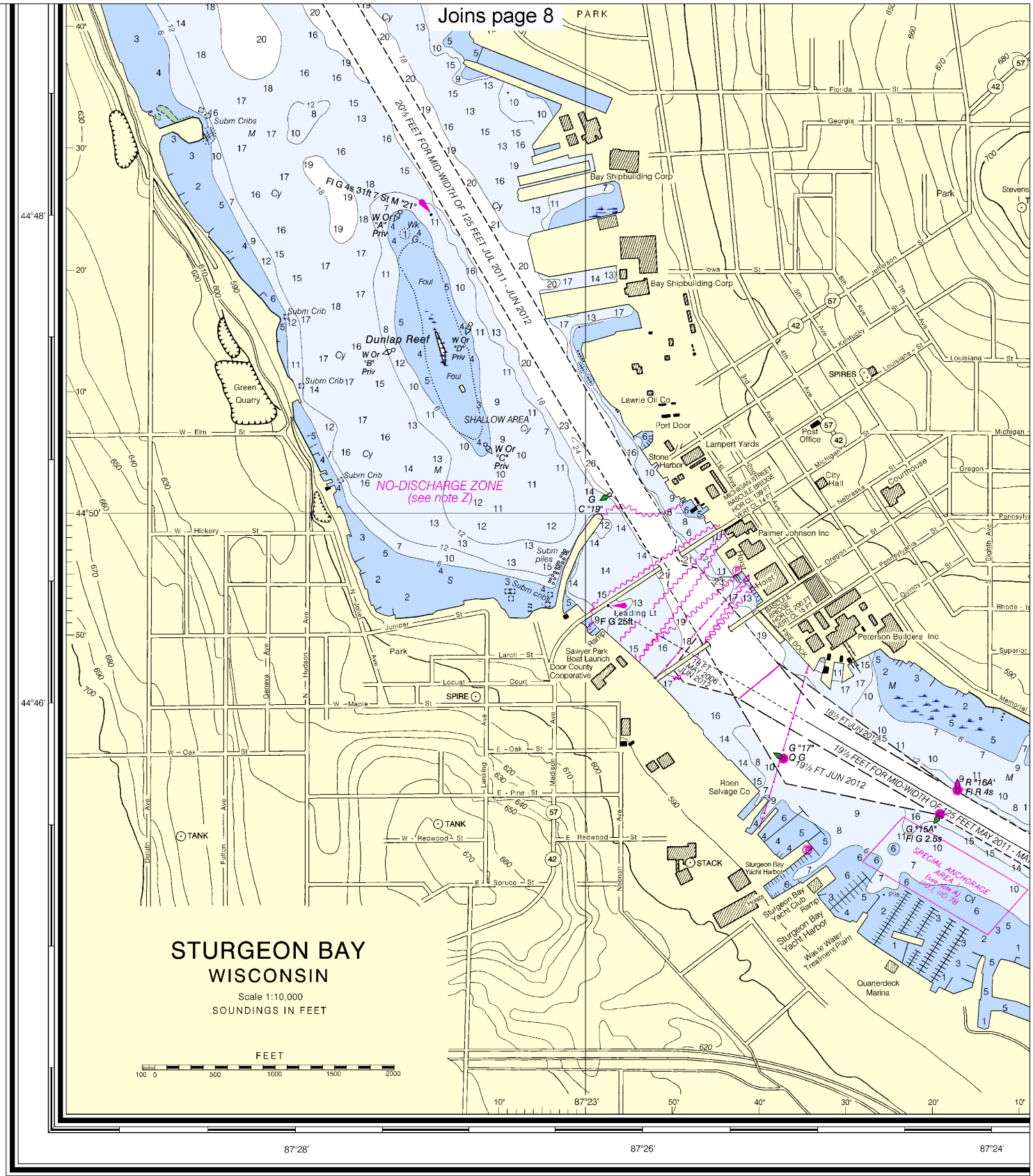
Refer to charted regulation section numbers.
LAKE MICHIGAN - HURON
JAN. FEB. MAR. APR. MAY JUNE JULY AUG. SEPT. OCT. NOV. DEC.
Elevation in feet
Low Water Datum
Average levels (1994-2003)
Extreme Levels (period of record)
Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.
W I S C O N S I N
44°52'
44°51'
44°50'
Ramp
rky
Q 28ft
F 47ft
Ruins
TR
2 Vert Lts
Iso R F R
OVHD PWR CAB
AUTH CL 140 FT
St M "12"
St M "7"
STURGEON BAY SHIP CANAL
CANAL LT
Joins page 15



28th Ed., Oct./04 ■ Corrected through NM Oct. 2/04
Corrected through LNM Sep. 21/04

14919

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUNDINGS IN FE

12

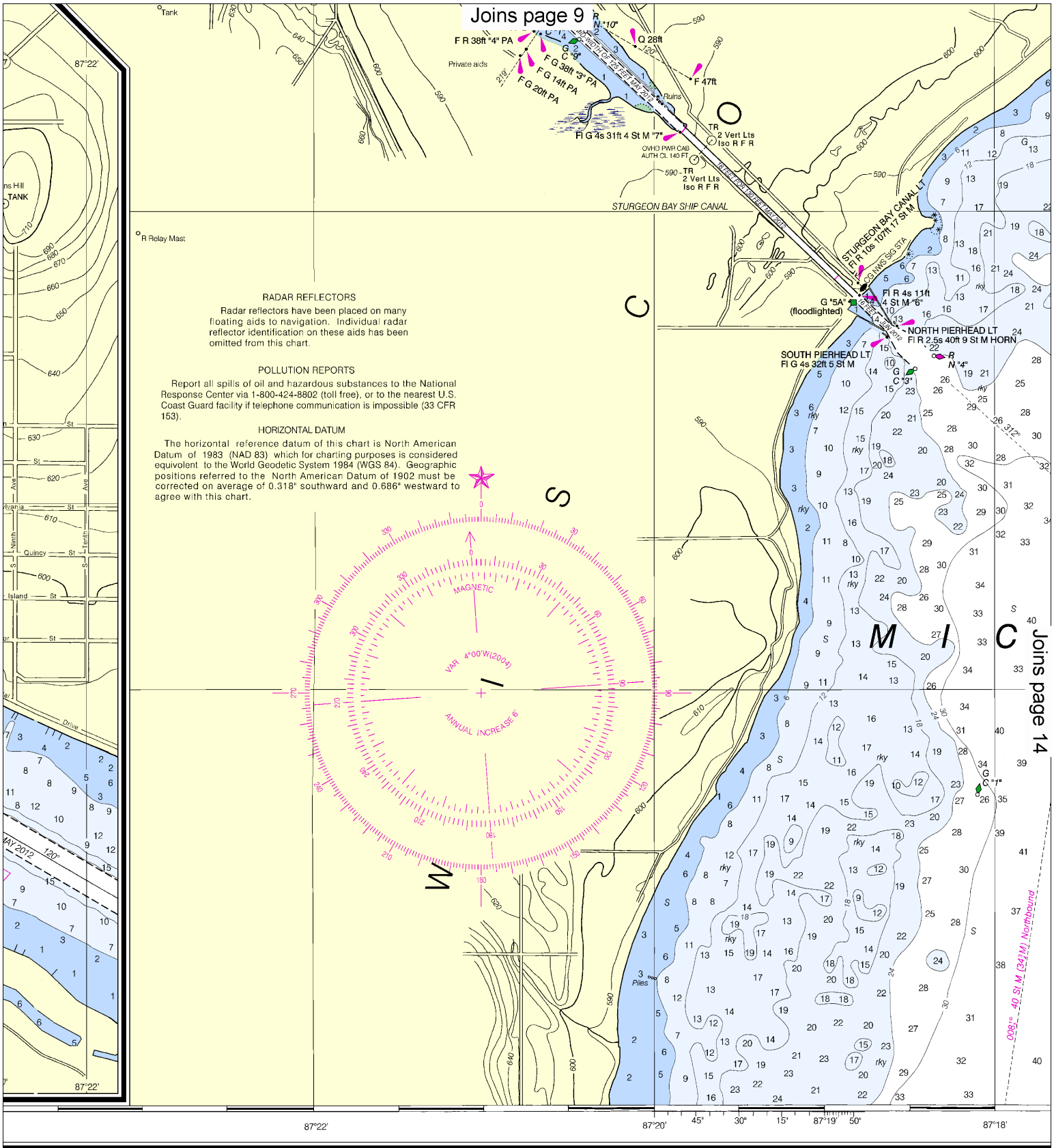
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

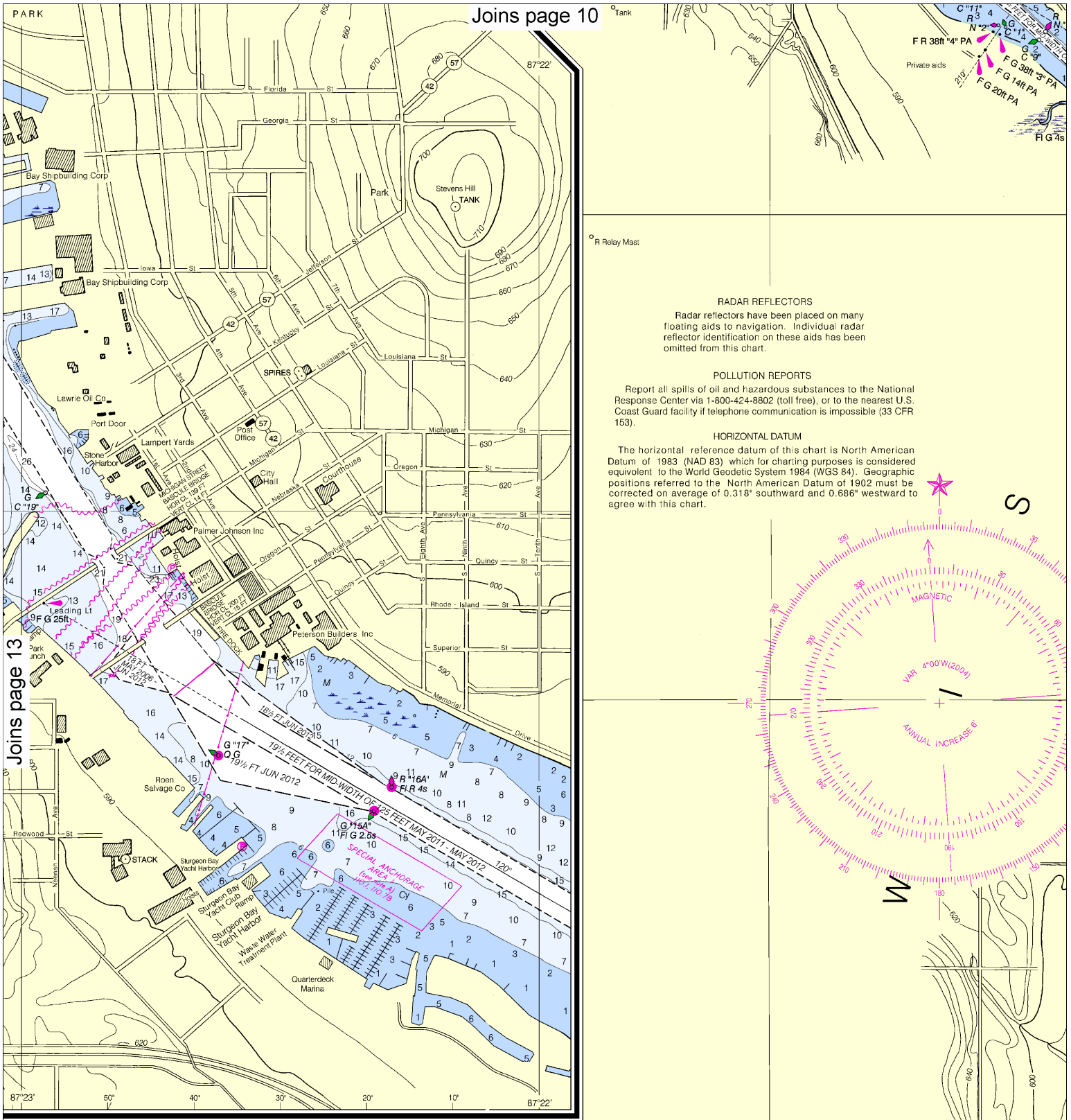
See Note on page 5.



FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31



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HORIZONTAL DATUM

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Coast Guard district to the

SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

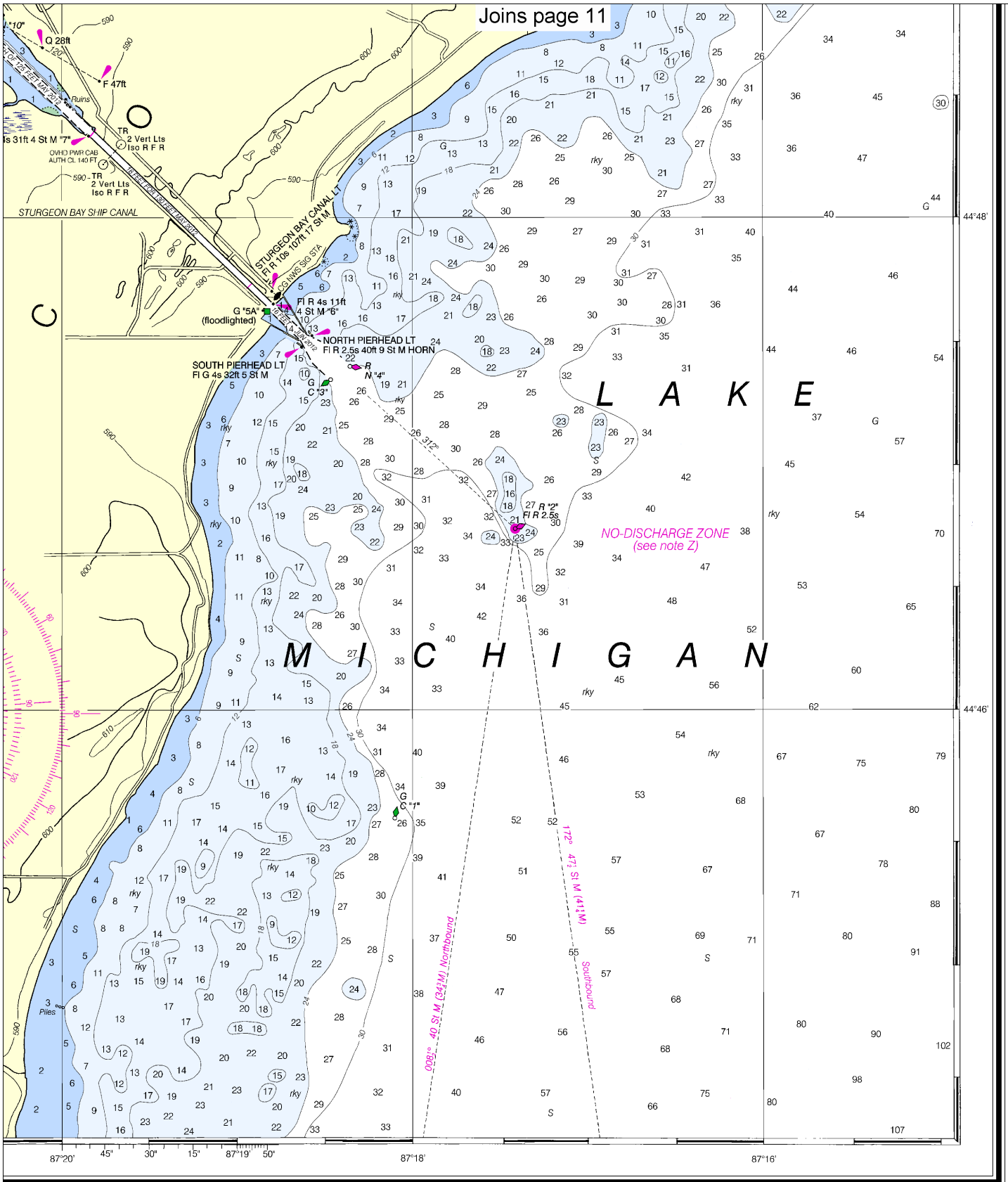
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:30,000~~

Nautical Miles: 1 0 1 2

Yards: 1000 0 1000 2000 3000

See Note on page 5.



FATHOMS
FEET
METERS

Sturgeon Bay and Canal

SOUNDINGS IN FEET - SCALE 1:30,000

14919

ED NO. 28

NSN 7642014010694

NGA REFERENCE NO. 14XHA14919

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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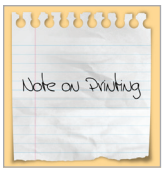

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker